



Equipment & Tool Institute

OBDII-Only testing - an Equipment Manufacturers' Perspective

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California Inspection & Maintenance
Review Committee Presentation

OBD II-Only Testing makes sense on many levels

- More accurate
 - OBD tests vehicles during all conditions (Cold Start)
 - All OBD fault levels are certified by CARB
 - Mode 9 VIN requirement eliminates clean scanning
 - No confusion between two tests with two different answers
- Less Expensive
 - For motorists
 - For shops
 - For regulators
- More convenient
 - Takes less time to perform
 - Takes less room in the shop
 - In most cases motorist already knows if there is a problem

However

- OBD II can be implemented on over ½ of the California Fleet
 - 9 Million vehicles on the road pre-1996 (Pre OBDII)
 - > 9 Million vehicle on the road with OBDII 1996 and newer
- Since California must test older vehicles. More than one testing method must coexist in the same testing areas (Enhanced and Basic).

Challenges to Overcome

- Some shops may object to OBD II-Only testing
 - Shops will be able to enter the testing business for less money than the shops already involved.
 - This must be offset by the argument that OBD II-Only test stations will only be able to test ½ the fleet, '96 and newer.
 - Some existing test and repair stations have argued that BAR has been chiseling away at their emissions testing business by increasing the quantity of the test-only stations. They may argue that OBD-Only will further erode their market share.
 - BAR must conduct some research that will assure the existing stations that there will be enough remaining business to protect their investments.
 - Existing BAR97 equipment must be made to be 100% compatible with the OBD II-Only equipment. Existing equipment owners must be able to perform both tests independently with the equipment they already have.

Existing BAR97 equipment

- When used for both OBD II-Only and BAR 97 tests current equipment will be able to perform more tests per day because OBD II-Only tests take less time.
- Installed dynos can still be used for drive cycles designed to reset readiness monitors and thus extinguish the MIL light.

Change inevitably means conflict

- Current shop owners will be facing some other expenses in the near future
 - New evaporative tester requirement
 - New NOx device requirement
 - OBD II CAN device requirement
- Timing is everything and if these requirements coincide with the introduction of new less expensive equipment, it could be problematic.
 - A clear upgrade path that shops can agree with must be established and adhered to.

California's new VID

- Since Equipment companies are not very involved in the development of the new VID, it is an unknown entity that will affect new and existing equipment.
 - ETI companies need more information on the new VID in order to know what impact OBD II-Only testing will have on new and existing test equipment.
 - It is safe to say that no other state software can be used for a California application.
 - It is also safe to say that existing equipment can be made to operate in OBD II-Only mode with a change in software.

Change of Ownership Areas

- It would probably require some legislation or regulation change, but OBD II-Only testing makes sense as a replacement for 2 speed idle testing in change of ownership areas.
 - Current equipment cannot be supported for much longer.
 - OBD II-Only could support more test and test & repair facilities in these areas while lowering the cost of entry.

OBD II-Only examples

- We have brought some sample literature from various companies covering existing programs and equipment
- Basic OBD II-Only equipment is street priced between \$6,000 and \$7,000 (peripherals extra)
- If the Vehicle Identification Data Base (VID) software is difficult or unusually different than other states, the price goes up significantly.

Discussion and Questions